

EXTRA. 2 O'CLOCK. LONG DEATH-LIST.

Eighteen Killed and Thirty-Three
Injured in the Tarrytown
Explosion.

Four Men Are Still Missing, Supposed
to be in the River.

One Man Died at Bellevue Hos-
pital This Morning.

Coroner and Railroad Officers In-
vestigating the Cause of
the Disaster.

(SPECIAL TO THE EVENING WORLD.)
TARRYTOWN, N. Y., May 20.—Wreck and
ruin on one side and grief and sorrow on the
other tell the story to-day of yesterday's awful
disaster.

The statement of the number of killed and
wounded published in THE EVENING WORLD
two hours after the explosion occurred is
confirmed by the officials this morning. Coroner
Mitchell, who will begin the inquest Sat-
urday, said at 10 o'clock this morning to an
EVENING WORLD representative:

"I have no information as to the killed and
wounded in addition to that contained in THE
EVENING WORLD. You left nothing for us to
find out."

As far as known, at present, the number of
killed is seventeen, and the wounded thirty-
three. It is impossible, however, to obtain
until the inquest is held, a complete list of
the dead and injured. The names of many of the
dead and wounded are still unknown.

THE EVENING WORLD reporters succeeded in
learning the names of the following, which is
the most complete list so far obtained:

JOHN MCNEIL, twenty-two
years old, of North Tarrytown, instantly
killed.

FRANK MORRIS, water boy, eighteen, of Tar-
rytown, killed.

JOHN SMITH, brakeman, thirty-two, of Sing
Sing, killed.

LEON HANIKER, laborer, about thirty, in-
stantly killed.

RAFAEL TANIGUCHI, laborer, about thirty-
five, instantly killed.

HITO SCARLO, laborer, about twenty-eight,
instantly killed.

TONY NABET, laborer, of 88 James street,
New York, died in Bellevue Hospital.

ANGELO CROCCO, laborer, of 30, Peckskill;
instantly killed.

ANGELO ZINCANO, laborer, thirty-five, of
Peckskill, instantly killed.

ANGELO DEVELLO, laborer, thirty, of Peck-
skill, instantly killed.

THE UNIDENTIFIED DEAD.
No. 1.—An Italian, 5 feet 7 inches in height,
medium build. His face was burned and cut
and the hair singed to the scalp.

No. 2.—An Italian, 5 feet 3 inches, thick set.
His breast was crushed in and one leg mangled
and torn. He was also burned in the face and
his hair was singed off.

No. 3.—An Italian, 5 feet 11 inches in height,
apparently forty years old. In his pocket was
a purse and in it a brass check with "No. 140,
W. L. engraved on it.

No. 4.—An Italian, 5 feet 10 inches in height,
a splendid physical specimen. His body was
burned and mangled, large pieces of flesh
having been torn off.

No. 5.—An Italian, 5 feet 6 inches in height,
of medium weight. He had been killed by a
blow on the head and his hair and mustache
were singed off.

No. 6.—An Italian, 5 feet 7 inches in height,
slender and apparently about twenty-two years
old. His face was burned beyond recognition
and his head was crushed in.

No. 7.—An Italian, 5 feet 7 inches in height,
about twenty-five years old, of medium
weight. His head was crushed and his left
jaw torn off.

No. 8.—An Italian, 5 feet 10 inches in height,
weighed about two hundred pounds and was
about thirty-five years old. He had a black
mustache, and his head was crushed in.

THE IDENTIFIED.
JOHN CONNOR, conductor, of Sing Sing,
wounded on the head. He was able to go home.

EDWARD FINNIGAN, foreman of the train,
about the body. Taken to Provident
Home Hospital, Tarrytown. Fatally injured.

GEORGE HENRIK, engineer of the train, of
Queensbury; contusion of the brain and bruise
about the body. Taken to Provident Home Hos-
pital. Fatally injured.

MICHAEL MCCORMICK, blacksmith, of Tarry-
town; bruise of head and body and neck.
Provident Home Hospital.

LEO PAT, frames, of Staatsburg, cut about
the head and burned. Sent home.

JOSEPH NABET, laborer, of Peckskill, badly
burnt about head, arms and chest. Bellevue
Hospital. Fatally injured.

BERNARD ANTON, laborer, of Tarrytown,
compound fracture of the jaw, punctured
wound in the abdomen, severe contusions and
bruises. Bellevue Hospital. Fatally injured.

VICTORIO ITALIANO, laborer, of One Hundred
and Fifty-second street and Van Cortlandt ave-
nue, New York. Severe scalp wounds and con-
tusions. Bellevue Hospital.

FRANK DE BARRIO, laborer, of 515 Mulberry
street, New York; bruise and cuts about the

arms, head and legs, and a splinter driven
through his thigh. Bellevue Hospital. Fatally
injured.

JOSEPH GOVERNER, laborer, of Peckskill,
injured internally. Sent home.

LEONARD TAM, laborer, of New York; leg
crushed and internal injuries. Bellevue Hos-
pital.

Four bodies blown into the river have not
yet been recovered.

The damage caused by the explosion is
greater than at first supposed, and the fatality,
which was looked upon as the result of an
accident yesterday, is viewed to-day in a more
serious light.

Who is to blame? Who is responsible for
the slaughter of so many human beings?
These are questions being asked and discussed
by the citizens. There was negligence some-
where, it is said, and the coroner's jury will
endeavor to place the culpability.



TARRYTOWN STATION.

Theodore Carpenter, one of the jurors sum-
moned by Coroner Mitchell, will make it his
special business to follow a line of inquiry
which will throw light on this important ques-
tion.

The taking of testimony will, however, not
begin to-day, as some of the most important
witnesses, McCormick, Finnegan and Eng-
lander Herick, who are perhaps the only ones
who can give an intelligent account of the
disaster, are unable to attend. They are at
the Provident Home Hospital, where they will
likely be confined for several days.

The inquiry before the coroner will there-
fore be confined to the identification of the
bodies.

The railroad is severely censured by Tarry-
town people for not taking more precautions
in the transportation of such deadly material
as giant powder or dynamite.

One thousand or twelve hundred pounds of
the explosive—enough to blow a whole city
into eternity—were carried on the flat car of
the ill-fated construction train without the
slightest covering or protection.

The men on the road say that neither tar-
paulin, rubber cloth nor even bagging was
even used to guard against sparks from
piles of locomotives.

Whether the dynamite was ignited by a
spark from a pipe or a locomotive, the persons
responsible were certainly signally careless in
not providing safeguards against the danger.

Crowds are lining the river front, watching
the men dragging the river for the bodies of
the missing. The railroad people have had to
clear away the wreckage and nothing more
of the tragic scene to-day, except several large
holes in the ground, where the earth was torn
up by the mighty explosive.

Traffic has been resumed on both the north-
bound and south-bound tracks, and continues
uninterrupted.

The bodies of the ten Italians will be buried
at the expense of the New York Central Rail-
road to-morrow, in the public division of
Sleepy Hollow Cemetery at Tarrytown.

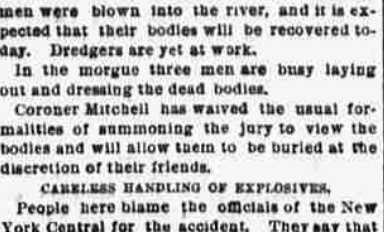
Detectives Humphrey, Gore and Dowd, of
the Central road, are in charge of the bodies,
and have issued passes for the families of
missing Italian residents of Peckskill to come
down to identify the remains.

There is no doubt but that the four missing
men were blown into the river, and it is ex-
pected that their bodies will be recovered to-
day. Dredgers are yet at work.

In the morgue three men are busy laying
out and dressing the dead bodies.

Coroner Mitchell, who is the usual for-
malities of summoning the jury to view the
bodies and will allow them to be buried at the
discretion of their friends.

CARELESS HANDLING OF DYNAMITE.
People here blame the officials of the New
York Central for the accident. They say that
the manner of handling the dynamite that
they have heard of their blasting has been ex-
tremely careless.



THE HOUSE OF THE VICTIM.

TO LEAVE OFF ROPE UNCOVERED ON AN OPEN
carrying a powerful explosive and fuelling
car was certainly extreme carelessness.
Even the powder itself, uncovered, might
catch in the same way. And yet it is always
carried in that manner. It is this instance,
the ordinary precaution of throwing a tarpaulin
over the cargo would have averted a most terrible disaster.

Corporal Mitchell, of Yorkers, invited as a
committee to inspect the bodies of C. N. H.
Freeland, J. H. Freeman, B. B. Constant and
John J. Lingam, all local physicians of Tarry-
town. They will testify at the inquest.

The coroner has selected the following
named persons as jurors: Thomas Radcliffe,
John J. Vanderbil, C. Theodore Carpenter,
C. W. B. Downman, Stanley C. North, William
O'Hoyce and Cornelius H. Johnson.

THE DEADLY OIL ROPE.
Oiler Smith, who was one of the first on the
scene after the explosion, has a theory that
the fire caused the fire which set off the
powder, but the best authenticated account
seems to be that there was a coil of oil, only
trayed rope lying uncovered on the car which
caught fire.

A man who saw the train pass him just be-
fore the explosion said that the rope was
burning and that the brakeman was throwing water
on it. Something certainly was on fire and
caused excitement among those on board,
which explains the jump of the Italian woman
the dayman, Deerman, saw killed.

A dynamite manufacturer who visited the
scene to-day said:

"I have the opinion that the dynamite
exploded from concussion alone. This is an
error. It is said that there were twenty-
four cases of dynamite on the flat car. Each
case contained fifty pounds of dynamite, or
about four cases as we in the business call it.
Now, each case contains about one hundred
cartridges.

"These cartridges are 1 1/2 inches in diameter
and 15 inches in length when the ends of the
paper wrapper are folded over.

"I assume that this dynamite was being

DENY THAT HE STOLE \$30,000

Annun & Co. Ridicule Miss Mc-
Namara's Story About Clapp.

The Smooth Oscar, However, May
Be Prosecuted for Bigamy.

The troubles of Oscar Clapp, the former
cashier of Annun & Co., whose flight last week
with Mary McNamara, caused a sensation in
White Plains, where he lived, were not ended
with the refusal of his mother and his wife to
have anything to do with him upon his return,
penitent and supplicating forgiveness.

He is now in danger of prosecution for
bigamy, as the McNamara woman claims that
he married her under false pretenses three
years ago.

Mr. Clapp, who has been at the Grand Union
Hotel, where a close watch was being kept
upon him for fear that he would attempt an
escape, said at 10 o'clock and he was con-
vinced that he was innocent.

Miss McNamara, or Mrs. Clapp No. 2, as she
claims to be, has engaged Howe & Hummel to
represent her in a suit for the annulment of
her alleged marriage with Clapp.

According to her statements, Clapp is an ex-
ceedingly persuasive talker and was able to do
with her as he pleased. She says she has known
him since childhood, but that it was in 1886,
while she was teaching in Grammar School
No. 70, in East Seventy-fifth street, and board-
ing at Kearns's Hotel in Fordham, that he be-
gan paying her love-letters and attentions.

She was under the impression, created by
him, that he was a single man, and when he
asked her to be his wife she gladly consented.
The day after the wedding he told her that he
was married, and she was shocked within a short
time to learn that he was married, but he told her
that he would get a divorce and marry her.

Subsequently, she says, he told her he had
secured the divorce, and she was married to him
in the city of New York. She says she has never
since seen him, but that it was in 1886,
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Mr. Annun said that the defalcation, the
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BACKING UP REV. DR. BRIGGS.

Union Theological Seminary Directors
Vote to Stand by the Professor.

When the New York Presbyterian committee
tackles the heresy charges against Rev. Dr.
Charles A. Briggs, professor in Union Theolog-
ical Seminary, it will find a condition be-
hind the theory. The indications at present
are that the seminary directors, who are
about to be elected, will stand by the professor
and back up his position.

At the meeting yesterday afternoon it was
voted unanimously to support Prof. Briggs.
This action was predicated upon the answers
of the professor to categorical questions put
to him by a committee composed of Rev. Drs.
D. H. Frazer, E. N. White and Charles H.
Partridge. The substance of Prof. Briggs's
reply follows:

He believes the Old and New Testaments to
be the only infallible rule of faith and practice.
He does not believe in the Bible, the Church
and the reason as co-ordinate sources of au-
thority.

He believes the Bible to be inerrant in all
matters concerning faith and practice. He be-
lieves the Bible to be the only rule of faith and
practice, and that the Church and the reason
are subordinate to it.

He believes that a man dying in the
faith enters the kingdom of God, and that
the kingdom of God is not a future state, but
a present one.

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a future state, but a present one, and that
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TEUPIS ENDED.

Lumber Dealers and Walking De-
legates Arrange a Settlement.

Boycott Is Lifted Off Charles L.
Buck's Lumber.

A Conference in Progress To-day
to Settle Final Details.

The great lumber blockade which the dealers
of New York have been endeavoring to en-
force for nearly two weeks, and which seemed
formidable enough to paralyze the building in-
dustry of this city for some time to come, is at
an end.

To those who have been going down into the
bottoms of their pockets to sustain themselves
against possible financial ruin this will be
tidings of great joy.

The many buildings partially completed,
which are now deserted and where the sound
of the hammer has not been heard for several
days, will be fully manned again to-morrow,
and the cries of the teamsters as they bring
their lumber trucks to a standstill before lum-
ber-strewn buildings will make responsive
echoes in many a builder's heart.

The scene this morning at the headquarters
of the Lumber-Handlers and Truck-Drivers' Union
at Roswell Hall, 427 Second avenue, was a
spirited one. Somehow or other the news
had leaked out that the trouble was at an end,
and every man seemed happy to think that the
great lumber-teup was over.

The story told at the headquarters was to
the effect that last evening the Lumber Trade
Association sent for the committee of the
Board of Walking Delegates, and that the two
committees held a conference at 18 Broadway
street, and that the delegates had agreed to
lift the boycott, and that the delegates had
agreed to lift the boycott, and that the dele-
gates had agreed to lift the boycott.

The delegates of the Association were not in
session when the delegates arrived, but enough
of the Association were present to hold a con-
ference. Both sides were anxious to close up
the matter, and the general feeling was ex-
pressed by most of the delegates that the
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CITY OF PARIS HERE AGAIN.

First Trip of the Ocean Racer
Since the Great Disaster.

Off Fire Island at 9:15 This Morn-
ing. Five Hours Behind
Her Record.

The great ocean-racer and record-holder,
City of Paris, was sighted off Fire Island at
9:15 this morning.

She failed by five hours to equal her record,
made Aug. 24, 1889, when she came from
Queensbury in 5 days 19 hours 18 minutes.
On this trip she left Roswell Hall at 2:05
o'clock last Thursday afternoon. Allowing
five hours difference in time between New
York and Queensbury, she was five days and
five hours out at 2:05 o'clock yesterday after-
noon.

To beat her own record (5 days, 19 hours and
18 minutes) and the disputed record of the
Teutonic, of the White Star line (5 days 19
hours and 5 minutes), it was necessary for her
to be reported ahead of the lightship in the
first case at 4:25 this morning, and in the sec-
ond case at 4:09 o'clock this morning.

This is the City of Paris's first trip since her
disastrous trip in March, 1890, when, with
1,000 souls on board, her machinery broke
down and she was stranded before Long Beach
and she had great difficulty in keeping afloat
until a steamship and tug came to her relief and
she was towed into port.

One side of her condenser was torn out, her
tubes all displaced, her cylinders cracked, and
her great screwshaft, over 100 feet long and 2
feet in diameter was ripped out of its bearings
from end to end, the smashing two big
holes in her hull and causing her compart-
ments to fill with water.

It is estimated that the cost of repairing the
City of Paris has been nearly as much as it
would take to build a good-sized ocean liner.

It was necessary to have made for her an en-
tirely new steam engine, and the port one
had to be so extensively repaired that it would
have been nearly as cheap to build a new one.
The building of the new engine and the ex-
tensive repairs to the other one, which the
accident necessitated, made only one of the
many items of expense which the disaster im-
posed upon the resources of the Inman Com-
pany.

She has been provided with an entirely new
set of starboard engines in place of those
wrecked. Her port engines have been over-
hauled and slightly altered, and her forced
draught is applied under the grates of her
funnel, as it is on the Teutonic and the
Majestic.

SHE FELL FOUR STORIES.

Mrs. Hussey Threw Herself Out
of the Window.

Mrs. Catherine Hussey in a fit of delirium
early this morning threw herself out of the
fourth story window at her home, 302 East
Seventy-third street, into the yard, and re-
ceived injuries which will probably cause her
death.

She is thirty-three years old and was married
last December to Martin Hussey, who is em-
ployed in the gas-house. Her husband has been
sick and it was noticed that her mind seemed to be slightly affected.

Yesterday she grew worse, and last night
she was delirious. Her husband works at
night, and was not at home when she jumped
from the window.

Her mother and brother live with her, and
she had to pass through the room where they
slept to reach the bathroom, from where she
jumped. They were not awakened by her
moving through the room, and knew nothing
of what had happened until aroused some time
afterwards.

Just at what time Mrs. Hussey got up is not
known. She was discovered about 4:30 this
morning by Mrs. Purcell, who lives at 1201
Third avenue.

Mrs. Purcell got up to take some clothes off
the line, as she thought it was raining. From
her window she saw a woman in the yard of the
Seventy-third street house, she noticed a form
in white lying on the flagging, and she ascer-
tained that she was dead.

The men will be allowed to come back
after their respective positions, in all probab-
ility, as I understand it. I think they should too."

The delegates are heartily glad that the trouble
is over, and every member wore a broad smile
on his face this morning.

The end can hardly be called a victory for
any one. The result reached by mutual
agreement, and it is not clear how it would be
to advantage to call it a draw.

\$75,000 FOR DRESSES IN A YEAR.

Mrs. Walter S. Appleton Enjoyed
Herself During the Honeymoon.

The wife of Mrs. Josephine Coggeshall,
the fifth avenue dressmaker, to recover
\$4,500 and interest from Walter S. Appleton
for dresses made for Mrs. Appleton in the
course of four months, has brought out a
statement of great interest to women, and
men, too, for that matter, although it may
cause some of them to shudder.

Before Judge Sedgwick in the Superior
Court yesterday Mr. Appleton swore that in
the course of the first year of their married
life Mrs. Appleton spent \$75,000 for dresses,
millinery and trunks.

Walter S. Appleton is the son of the late
George S. Appleton, the publisher, and brother
of Judge John M. Appleton, of the Superior
Court. He is about forty years old, is a mem-
ber of the Union and Manhattan Athletic Clubs
of this city, the Olympic Club, of San Fran-
cisco, and of other clubs and societies in
Europe and America.

He has not lived with his wife for several
years. He pays her alimony of five a month.
Mrs. Appleton is a very attractive woman, and
is before Judge Sedgwick on supplementary
proceedings, was obtained in 1884.

RAILROAD COMMISSIONERS HERE

In Secret Session with the Third
Avenue Surface Road's Counsel.

PRETTY PASQUELINA'S FATE.

Eight Jurors Now Obtained to
Help Decide It.

Beginning on an Extra Panel of 200
Talesmen To-day.

When the Court of Oyer and Terminer, in
which the pretty Italian girl, Pasquelina Rob-
ertelli, is to be tried for murder in the first
degree, because she killed her faithless lover,
Nicolo Perro, opened this morning, an extra
panel of 200 talesmen was on hand.

The great ocean-racer and record-holder,
City of Paris, was sighted off Fire Island at
9:15 this morning.

She failed by five hours to equal her record,
made Aug. 24, 1889, when she came from
Queensbury in 5 days 19 hours 18 minutes.
On this trip she left Roswell Hall at 2:05
o'clock last Thursday afternoon. Allowing
five hours difference in time between New
York and Queensbury, she was five days and
five hours out at 2:05 o'clock yesterday after-
noon.

To beat her own record (5 days, 19 hours and
18 minutes) and the disputed record of the
Teutonic, of the White Star line (5 days 19
hours and 5 minutes), it was necessary for her
to be reported ahead of the lightship in the
first case at 4:25 this morning, and in the sec-
ond case at 4:09 o'clock this morning.

This is the City of Paris's first trip since her
disastrous trip in March, 1890, when, with
1,000 souls on board, her machinery broke
down and she was stranded before Long Beach
and she had great difficulty in keeping afloat
until a steamship and tug came to her relief and
she was towed into port.

One side of her condenser was torn out, her
tubes all displaced, her cylinders cracked, and
her great screwshaft, over 100 feet long and 2
feet in diameter was ripped out of its bearings
from end to end, the smashing two big
holes in her hull and causing her compart-
ments to fill with water.

It is estimated that the cost of repairing the
City of Paris has been nearly as much as it
would take to build a good-sized ocean liner.

It was necessary to have made for her an en-
tirely new steam engine, and the port one
had to be so extensively repaired that it would
have been nearly as cheap to build a new one.
The building of the new engine and the ex-
tensive repairs to the other one, which the
accident necessitated, made only one of the
many items of expense which the disaster im-
posed upon the resources of the Inman Com-
pany.

She has been provided with an entirely new
set of starboard engines in place of those
wrecked. Her port engines have been over-
hauled and slightly altered, and her forced
draught is applied under the grates of her
funnel, as it is on the Teutonic and the
Majestic.

She is thirty-three years old and was married
last December to Martin Hussey, who is em-
ployed in the gas-house. Her husband has been
sick and it was noticed that her mind seemed to be slightly affected.

Yesterday she grew worse, and last night
she was delirious. Her husband works